

Pedestrian and Bicyclist Considerations

This section presents an update on the existing and proposed pedestrian and bicyclist facilities in the study area and the use and accessibility of several trail systems and bicycle paths in the study area. The section also presents an update on the impacts the alternatives would have on pedestrian and bicyclist facilities.

4.7.1 Approach and Methodology

4.7.1.1 Changes since June 2000 Final EIS

To update the affected environment and environmental consequences information associated with pedestrian and bicyclist considerations in the study area, Sections 3.7 and 4.7 of the Final EIS were reviewed to determine the changes that had taken place since publication of the Final EIS. The study area for pedestrian and bicyclist considerations is described in Section 4.0.1, *Study Area*, of this document.

A series of meetings was held with representatives from each of the jurisdictions in the study area—North Salt Lake, Woods Cross, West Bountiful, Centerville, Farmington, and Davis County—to discuss topics pertaining to the Supplemental EIS, including pedestrian and bicyclist considerations, and to review trail master plans that have been updated or revised since the Final EIS was published. These meetings were held in July and September 2003. Table 4.1-1 in Section 4.1, *Land Use*, provides information on the dates and attendees of these meetings. Minutes from these meetings were reviewed to identify potential impacts on pedestrian and bicyclist resources for this Supplemental EIS (HDR Engineering 2003). In addition, meetings with the cities and Davis County were held October 25 and 26, 2004, to specifically discuss the Legacy Parkway Trail (HDR Engineering 2004c).

4.7.1.2 Changes since Draft Supplemental EIS

For various reasons—including minor alignment modifications, updates of information, and corrections of inadvertent miscalculations—changes have been made to the calculations of impacts for some resources since the Draft Supplemental EIS was published in December 2004. For this section on pedestrian and bicyclist considerations, out-of-date information was updated and revised as appropriate, based on recent input since publication of the Draft Supplemental EIS.

4.7.2 Affected Environment

Below is a summary of information on the affected environment related to pedestrian and bicyclist considerations that has been updated since publication of the Final EIS.

4.7.2.1 Existing Facilities

As disclosed in the Final EIS, several pedestrian and bicycle trails are currently located in or pass through the study area. Others were being constructed in or through the study area at the time of publication of the Final EIS. Since publication of the Final EIS, one of these trails has been closed because of security issues, and several others are still under construction. The following subsections summarize the current status of these facilities in the study area. Figure 4.6-1 in Section 4.6, *Joint Development*, of this document illustrates the current trail locations and has been updated since publication of the Draft Supplemental EIS.

Airport Bicycle Path

As described in the Final EIS, the Airport Bicycle Path begins west of I-215 and continues west for 5.1 km (3.2 mi) to the International Center west of the airport. During summer 2001, the Salt Lake City Airport Authority closed to public access portions of 4000 West and 4200 West within the boundaries of Salt Lake City International Airport because of security concerns. This closure eliminated a large portion of this popular path, leaving only the portion west of I-215 open to the public (Boes pers. comm.).

Jordan River Parkway

As described in the Final EIS, the Jordan River Parkway Trail is a paved, multi-use pathway intended for walkers, joggers, bicyclists, and inline skaters. It is currently developed through Salt Lake City and County to just south of the Davis County line. When completed, the trail will extend northwest along the Jordan River to a location called “Rivers End” (Figure 4.6-1), which is located at the confluence of the Jordan River and a drainage canal, along the western boundary of North Salt Lake (Burton pers. comm. [b]).

Portions of the trail have already been built (i.e., paved), and Salt Lake City has been active in planning the design and construction phases for the unfinished sections. As identified in the 2004 Salt Lake City *Bicycle and Pedestrian Master Plan* (Salt Lake City Transportation Division 2004), the following sections of the trail have yet to be completed.

- Pierpont Avenue to 200 South.
- 200 South to North Temple.
- Northern segment (1000 North to northern city limits).

South Frontage Road Trail

The South Frontage Road Trail is a popular jogging and walking path along the frontage road east of I-15 between Lund Lane in Centerville to the south and Clark Lane in Farmington to the north. The lagoon portion of the Farmington Creek Trail is accessible from the northern terminus of this 3.7-km (2.3-mi) trail via a sidewalk that runs on the east side of the frontage road to Clark Lane (Main Street).

Bicycle Touring

As described in the Final EIS, many rural roads in western Davis County are used by bicyclists, including cyclists participating in the weekly recreational rides hosted by the Bonneville Bike Touring Club. The

American Investment Bank Century Ride still uses several sections of Davis County Roads in Farmington.

Farmington Trails

Figure 4.6-1 has been updated since publication of the Draft Supplemental EIS to include information on existing and proposed trails in Farmington.

Farmington Creek Trail

As described in the Final EIS, the major current pedestrian and bicycle facility in the study area is the Farmington Creek Trail. The trail runs from the eastern bench of the Wasatch Front through Farmington to the intersection of 1525 West and Glovers Lane (Farmington). The southern extension of the Farmington Creek Trail provides direct access to the FBWMA near 1325 West in Farmington, which in turn provides a network of dirt roads and dikes that serves as trails for birders, pedestrians, and bicyclists.

The Farmington Creek Trail is the major east-west trail in the area, providing pedestrian and bicyclist access over I-15 and the UPRR via the State Street Pedestrian overpass. The developed portion of the trail currently ends at 1100 West. The Final EIS stated that the trail was expected to be completed by 2001; however, according to a the Farmington Area Master Trails map dated March 2005, portions of the trail in the Farmington Canyon area and in the southwest section of the Farmington near Glovers Lane are not yet complete. There is no estimated date for completion.

Spring Creek Trail

The Spring Creek Trail runs parallel to Ranch Road in western Farmington. This segment of the trail has been completed, and there are two branches off this segment proposed to connect to other future trails in the area.

Davis Creek Trail

Two short segments of the Davis Creek Trail have been completed and run parallel to 925 South and 1050 South. The segment along 925 South connects to the South Frontage Road Trail. Proposed segments of this trail once completed will connect to the existing Davis Creek Trail in Davis Canyon, a U.S. Forest Service trail.

West Bountiful Trail System

Figure 4.6-1 has been updated to include information received since publication of the Draft Supplemental EIS on existing and proposed trails in West Bountiful. The names used in this supplemental evaluation refer to the physical features adjacent to the trails. The West Bountiful Trail System consists of three main trails: the A1 Canal Trail, the Pages Lane Trail, and the DSB Canal/Porter Lane Trail. All three trails run parallel to the existing canal route or streets. The City of West Bountiful has proposed building connections to the Legacy Parkway Trail from each trail.

The City of West Bountiful has also identified future trails that have been reviewed by the City Council and Planning Commission but that have not been formally adopted as part of the West Bountiful Master Plan (Flanders pers. comm.).

A-1 Drain Trail

Since publication of the Final EIS, the City of Woods Cross has completed the A-1 Drain Trail, which was described in Section 4.7.2 of the Final EIS. The A-1 Drain Trail provides pedestrian and bicycle access from neighboring subdivisions in Woods Cross to Woods Cross Community Park (Uresk pers. comm.[b]).

4.7.2.2 Proposed Facilities

Several pedestrian and bicycle trails are also proposed to be located in part or in full in the study area. The following subsections provide an update on the status of proposed facilities discussed in the Final EIS, as well as a description of new facilities that have been proposed since publication of the Final EIS. Figure 4.6-1 in Section 4.6, *Joint Development*, illustrates the proposed trail locations.

Airport Trail

The Salt Lake City Airport Authority, with support from the Salt Lake Planning Commission and City Council, has agreed to allow the city to construct a shared-use trail around the west side of the airport to mitigate the loss of the bicycle path within the airport boundaries (see *Airport Bicycle Path* above). The new route would be a 3-m (10-ft) wide shared-use path that would connect 2200 North with the existing shared-use bicycle path on the south end of the airport. It is expected that this new route will be popular with bicyclists and hikers because it will pass through large wetlands near or in proximity to the shores of Great Salt Lake (Boes pers. comm.). The estimated date of completion of the airport trail has not been determined.

Salt Lake City Open Space Plan

As described in the Final EIS, Salt Lake City has developed an open space plan with a policy to “connect the neighborhoods...by developing a pedestrian/bicycle urban trail system which transcends these barriers.” Two trail systems, one in Westpointe and another along Beck Street, are proposed in the open space plan. The description of these proposed trail systems has not changed since publication of the Final EIS (Wheelwright pers. comm.).

D&RG Recreational Trail

In early 2003, UTA applied to WFRC for \$500,000.00 in Congestion Mitigation/Air Quality (CMAQ) funds to assist in converting the D&RG railroad corridor into a pedestrian/bicycle corridor from West Bountiful to the Roy area, Davis to Weber Counties. The trail would be a joint development project with UTA, UDOT, interest groups, and the communities, and would be constructed to tie into the proposed Legacy Parkway Trail under all the build alternatives. As of August 2005, WFRC has not received any CMAQ funds; this UTA proposal has therefore not yet been funded through CMAQ.

North Salt Lake

The Foxboro residential development located west of Redwood Road between Center and 900 North in North Salt Lake would include a trail system that would tie into the proposed Legacy Parkway Trail (HDR Engineering 2003; Wood pers. comm [c].). The Foxboro Trail is currently under construction and will be approximately 1.6 k (1 m) in length.

Woods Cross

The *Woods Cross City General Plan* discusses the proposed Legacy Parkway Trail and provides access to it at approximately 2425 South (HDR Engineering 2003; Woods Cross City 2003). The general plan also calls for a proposed residential development along the western edge of the city, with the Alternative E alignment acting as the western boundary. This development would include trails and open space connected to the proposed action trail system. The city also plans to connect the A-1 Drain Trail with the Legacy Parkway Trail (Uresk pers. comm.[b]).

West Bountiful

West Bountiful has identified seven future access points where connections with the Legacy Parkway Trail could occur: the A1 Canal near 400 South, the Equestrian Park Trail near 400 North, the 1200 North Nature Park and trailhead, the 1450 North access trail, the Pages Lane trailhead, the DSB Canal/Porter Lane trailhead, and the Birnam Woods/D&RG trailhead near 2350 North. The Legacy Parkway Trail would be the backbone of these access trails and would represent approximately 30 percent of the trail system's surface area (Flanders pers. comm.). Other future trails have been identified and reviewed by the City Council and Planning Commission but have not been formally adopted as part of the West Bountiful Master Plan (Flanders pers. comm.).

Centerville

The proposed Legacy Parkway Trail is part of Centerville's trails master plan (Snyder pers. comm.), part of the city's general plan (Centerville City 1996).

Farmington

The City of Farmington's *Farmington Master Trails Map* (Farmington City 2003) reflects the proposed Legacy Parkway Trail (HDR Engineering 2003). Within the Farmington City limits, this trail alignment would run alongside the UPRR to the Shepard Lane overpass, where it would connect to the Haight Creek Trail, another proposed trail. The proposed Legacy Parkway Trail would also give students at a proposed high school at 925 S. Glovers Lane access to other trails in Farmington (Toronto pers. comm.). Farmington City also has plans in place to provide connections between the Legacy Parkway Trail at the commuter rail station, the public works building, State Street near the overpass, the eastern end of 250 South Street, and Glovers Lane near the overpass. (Petersen pers. comm.). Figure 4.6-1 has been updated to include information received since publication of the Draft Supplemental EIS on existing and proposed trails in Farmington.

4.7.3 Environmental Consequences and Mitigation Measures

Both the No-Build Alternative, under existing (2004) and future (2020) conditions, and the build alternatives could affect existing and proposed pedestrian and bicyclist facilities in the study area. The environmental consequences and mitigation measures associated with these alternatives are described below and summarized in Table 4.7-1.

4.7.3.1 Existing Facilities

No-Build Alternative

Existing (2004)

As described in the Final EIS, under the No-Build Alternative, all the existing pedestrian and bicycle facilities in the study area would receive increased use as the population grows. Currently, pedestrians and bicyclists regularly use two arterial streets in the study area, 1100 West and 800 West in the communities of West Bountiful and Woods Cross, despite heavy car and truck traffic during rush hour. An increase in pedestrian and bicycle use under the No-Build Alternative, combined with a likely increase in car and truck traffic in these areas under the No-Build Alternative, would make these routes less desirable for walking and bicycling.

In addition, connectivity benefits between existing pedestrian and bicycle facilities in the study area that would be offered by the proposed Legacy Parkway Trail would not be realized under the No-Build Alternative because the trail would not be constructed. For example, the Foxboro Trail would be a stand-alone 1.6-k (1-m) trail that would have no connection to other proposed trails.

Future (2020) Conditions

If none of the build alternatives is implemented, future projects may be undertaken to improve access to lands in the study area, although the nature and timing of such projects are not known at this time. These projects could result in impacts on existing pedestrian and bicycle facilities.

Build Alternatives

All the proposed build alternatives would affect both the State Street pedestrian overpass and the Farmington Creek Trail at the State Street pedestrian overpass. The State Street pedestrian overpass would be demolished and replaced with a single, combined vehicle/pedestrian overpass designed to be long enough to span the I-15, UPRR, commuter rail, and proposed action alignments.

The Final EIS stated that, under all the build alternatives, an overpass would be constructed at Pages Lane to provide pedestrian, equestrian, and bicycle access to the FBWMA. Since publication of the Final EIS, the City of West Bountiful has decided not to construct this access because of feasibility and cost concerns (HDR Engineering 2003). This changes the access from Pages Lane to 500 South via a new frontage road connecting to both the FBWMA and Bountiful City Pond. Motorized vehicles would access the FBWMA by taking the 500 South exit off Legacy Parkway and the corresponding frontage road. Similarly, motorized vehicles would access Bountiful City Pond by taking the 500 South exit and the frontage road along the west side of the proposed Legacy Parkway. Non-motorized access would be provided to both FBWMA and Bountiful City Pond by the frontage roads that run along the west side of the proposed alignments. Access to the frontage roads would be provided at 500 South. The build alternatives would have no impact on the Airport Bicycle Path, the Airport Trail, South Frontage Road Trail, the Jordan River Parkway Trail, the Spring Creek Trail, the Davis Creek Trail, the West Bountiful Trail System, or any other trails in Davis County.

Table 4.7-1 Impacts on Existing and Proposed Pedestrian and Bicyclist Facilities

Affected Facility	No-Build Alternative (Existing Conditions 2004)	Alternative A	Alternative B	Alternative C	Alternative D (Final EIS Preferred Alternative)	Alternative E
1100 West and 800 West Streets	Traffic conflicts with pedestrians and bicycles would increase.	Traffic conflicts with pedestrians and bicycles would decrease	Traffic conflicts with pedestrians and bicycles would decrease	Traffic conflicts with pedestrians and bicycles would decrease	Traffic conflicts with pedestrians and bicycles would decrease	Traffic conflicts with pedestrians and bicycles would decrease
State Street Pedestrian Overpass	No impact	New vehicle/pedestrian overpass would be constructed	New vehicle/pedestrian overpass would be constructed	New vehicle/pedestrian overpass would be constructed	New vehicle/pedestrian overpass would be constructed	New vehicle/pedestrian overpass would be constructed
Farmington Area Trails	No impact	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase
Pages Lane	Change to access	Access would be provided to FBWMA & Bountiful City Pond via 500 South and frontage road	Access would be provided to FBWMA & Bountiful City Pond via 500 South and frontage road	Access would be provided to FBWMA & Bountiful City Pond via 500 South and frontage road	Access would be provided to FBWMA & Bountiful City Pond via 500 South and frontage road	Access would be provided to FBWMA & Bountiful City Pond via 500 South and frontage road
Proposed trail system in Foxboro development	No impact	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase
Proposed residential trail system in Woods Cross	No impact	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase
Proposed trail system in West Bountiful Trail System	30% of planned trail system would be eliminated	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase
Proposed trail systems in Farmington	No impact	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase	Connectivity would increase

4.7.3.2 Proposed Facilities

No-Build Alternative

Existing Conditions (2004)

As described in the Final EIS, many future land use plans for local jurisdictions in the study area were formulated based on the assumption that the proposed Legacy Parkway Trail would be implemented. Under the existing conditions (2004) No-Build Alternative, the following pedestrian/bicycle facilities would not be completed as planned.

- The Foxboro trail system in North Salt Lake would not have connectivity to other trails (Wood pers. comm.[c]).
- Trail access and general accessibility for the proposed residential development along the western edge of the City of Woods Cross would be eliminated.
- Approximately 30 percent of the planned trail system in the City of West Bountiful would not be constructed (i.e., 30 percent of the trail system in the city is associated with the proposed trail alignment of the build alternatives) (Flanders pers. comm.), including the seven access points designed to connect with the proposed Legacy Parkway Trail system.
- The connectivity of trails in the City of Farmington would be reduced because the Legacy Parkway Trail would not connect to the Shepard Lane overpass and the proposed Haight Creek Trail. In addition, the existing South Frontage Road Trail, rather than the proposed Legacy Parkway Trail, would provide trail access to students at the proposed high school on Glovers Lane (Toronto pers. comm.).

In general, the No-Build Alternative would be inconsistent with existing land use and circulation plans and would require revision of general and comprehensive land use and circulation plans for many of the local jurisdictions in the study area. As discussed in Section 4.1.3.3, *Impacts on Growth within and Beyond the North Corridor*, approximately 324 ha (800 ac) of developable land in the Legacy Parkway right-of-way and proposed Legacy Nature Preserve would become available for development under the No-Build Alternative. Local jurisdictions would need to update their official planning policies and plans for the area, including master plans for vehicular circulation, pedestrians, and bicycles.

Future Conditions (2020)

If none of the build alternatives is implemented, future projects could be undertaken to improve access to lands in the study area. New traffic circulation projects could result in impacts on proposed pedestrian and bicycle facilities, if the planned trails are implemented, although the nature and timing of such projects are not known at this time.

Build Alternatives

Given the information in the current land use plans, all the proposed facilities described in Section 4.7.2.2 of this document would be constructed if any proposed build alternative is implemented. However, the specific location of these facilities would likely have to be adjusted to accommodate the different trail configurations of the build alternatives. In addition, under all the proposed build alternatives, the proposed Legacy Parkway Trail would be developed jointly to tie into the proposed D&RG Recreational Trail.

4.7.3.3 Mitigation Measures

Impacts on existing and proposed pedestrian and bicyclist facilities in the study area are considered beneficial because the Legacy Parkway Trail would provide increased access and connectivity to pedestrian and bicyclist facilities throughout the study area. The existing State Street pedestrian overpass in Farmington would be replaced with one combined vehicle-pedestrian overpass spanning I-15, the UPRR, commuter rail, and Legacy Parkway. Therefore, additional mitigation measures are not proposed.